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August 20, 2010

The Honorable Raymond Steele
Mayor of Eutaw
Post Office Box 431
Eutaw, Alabama 35462

**Subject: Annual Inspection Report
Eutaw Municipal Airport**

Dear Mayor Steele:

An inspection of the Eutaw Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 10, 2010.

The airport is currently closed to operations and this closure is noted in the Airport Facility Directory and Master Record Form.

The Annual Airport Inspection Report dated November 5, 2007 lists all the licensing requirements and the deficient areas of the airport that need to be corrected in order to meet these requirements for licensing. The inspection of August 10, 2010 found that the 2007 report correctly identified the license violations at the time of that inspection and the same violations remained at the time of the August inspection.

The one item that has not been accomplished to meet all Federal and State requirements for the temporary closure of the runway is the required closure markings on the runway. The runway must have a yellow "X" placed on each runway end. This marking visually alerts pilots that the runway is not active and is closed to operations.

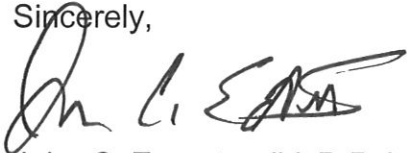
The markings can be painted on the runway or the use of temporary components such as plywood, plastic or fabric can be used to construct the required markings to the correct dimensions.

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The standards for these required markings are contained in the FAA Advisory Circular 150/5340-1J "Standards for Airport Markings". The section of this circular pertaining to the marking of closed runways is enclosed for your information.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Eagerton IV". The signature is stylized with a large initial "J" and "E".

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

cc: Mr. Rans Black, FAA

sign shall be installed in accordance with the height and distance standards in AC 150/5340-18C Table 2, on an extension of the radial and faced perpendicularly to the line-of-sight of the viewer in the circle. An example follows:

BGR-VORTAC
114.8 (CH 95) 153/333
DME 3.8 NM

38. NON-MOVEMENT AREA BOUNDARY MARKING.

a. Purpose. Non-movement area boundary markings are used to delineate the movement area, i.e., area under air traffic control, from the non-movement area, i.e., area not under air traffic control. This marking should be used only when the need for this delineation is specified in the letter of agreement between the airport operator and airport traffic control tower, which designates the movement area.

b. Location. A non-movement area boundary marking is located on the boundary between the movement and non-movement area. In order to provide adequate clearance for the wings of taxiing aircraft, this marking should never coincide with the edge of a taxiway.

c. Color. A non-movement area boundary marking is yellow and will be outlined in black on light colored pavements.

d. Characteristics. The non-movement area boundary marking consists of two yellow lines (one solid and one dashed) as shown in Figure 10. The solid line is located on the non-movement area side while the dashed yellow line is located on the movement area side. Each line is 6 inches (15 cm) in width with a 6 inch spacing between lines. The width of the lines and spaces may be doubled to 12 inches (30 cm). The use of this wider marking is strongly encouraged at locations having difficulty discerning the location of the movement area. The dashes are 3 feet (1 m) in length with a 3-foot (1 m) spacing between dashes. If a taxiway centerline intersects a non-movement area boundary marking, the boundary marking shall be 6 inches from the taxiway centerline on the aircraft holding side and 3 feet (0.9 m) from the taxiway centerline on the movement area side.

39. MARKING OF TEMPORARILY RELOCATED THRESHOLDS. Information on the marking, as well as lighting, of temporarily relocated thresholds is contained in

AC 150/5370-2, *Airport Safety During Construction*, and AC 150/5340-30, *Design and Installation Details for Airport Visual Aids*.

40. MARKING AND LIGHTING OF PERMANENTLY CLOSED RUNWAYS AND TAXIWAYS. For runways and taxiways that have been permanently closed, the lighting circuits are disconnected. The runway threshold, runway designation and touchdown zone markings are obliterated and solid, not striated, yellow X's are placed at each end and at 1,000-foot (300 m) intervals. If the closed runway intersects an open runway, X's should be placed on the closed runway on both sides of the open runway. For taxiways, a yellow X is placed on the closed taxiway at each entrance. The X's shown in Figures 20a and 20c are normally used, but the X's shown in Figures 20b and 20d are more readily seen from aircraft on final approach and may be used.

41. TEMPORARILY CLOSED RUNWAYS AND TAXIWAYS. The following procedures are to be followed when it is necessary to temporarily close a runway or a taxiway:

a. When it is necessary to provide a visual indication that a runway is temporarily closed, X's are placed only at each end of the runway on top of the runway designation markings or just off the runway end when required by construction activity. The X's are yellow in color and conform to the dimensions specified in Figure 20. Since the X's are temporary, they are usually made of some easily removable material, such as plywood or fabric rather than painted on the pavement surface. Any materials used for temporary X's should provide a solid appearance. Since these X's will usually be placed over white runway markings, their visibility can be enhanced by a 6 (15 cm) black border.

b. A raised-lighted X may be placed on each runway end in lieu of the markings described in paragraph 41a to indicate the runway is closed. The X is to be located within 250 feet (75 m) of the runway end. Normally the raised-lighted X would be located on the runway; however, it may be located in the safety area on the extended runway centerline.

c. Temporarily closed taxiways are usually treated as hazardous areas (see paragraph 48). However, as an alternative, a yellow X conforming to the dimensions in Figure 20 may be installed at each entrance to the taxiway.

d. If the runway or taxiway will be closed during the nighttime, the runway and taxiway lights will normally be disconnected so that they can not be illuminated unless such illumination is needed to perform maintenance operations on or adjacent to the runway, e.g., snow removal.

NOTE: The airport operator is responsible for determining the need for a visual indication that a runway or taxiway is closed and for determining the safest place to put the X. In making this determination, the airport operator should consider such things as the reason for the closure, duration of the closure, airfield configuration, and the existence and hours of operation of the airport traffic control tower.

42. CONVERTING A RUNWAY TO A TAXIWAY. The following actions are necessary to close a runway permanently and convert the pavement to a taxiway.

a. If the pavement is to be used as a taxiway, then all runway markings including the runway designation numbers are to be obliterated. The centerline is to be painted yellow. Any edge lights should be blue. For those runways that have centerline lights, it may be appropriate to leave them in operation and change the lens color to green. Aircraft should not be permitted to land on or takeoff from a taxiway.

b. X's are used to indicate that a runway or taxiway is closed to aircraft. Consequently, it is improper to place X's on a runway if it is intended to be used as a taxiway.

c. The holding position lines must be removed and appropriate signs installed to indicate the existence of a taxiway.

43. INTERMITTENT USE OF A TAXIWAY AS A RUNWAY. The following actions are necessary for the intermittent use of a taxiway as a runway. There are several things that must be considered to achieve the proper markings and signage. A section of pavement cannot be marked as both a taxiway and a runway at the same time - that is, it can not have a yellow centerline and white designation numbers. (NOTE: On airports subject to National Environmental Policy Act requirements, a proposal to use a taxiway as a runway should include a review of the environmental consequences of such an action.)

a. If the pavement is to be used as a runway during the day, it should be painted, at a minimum,

with visual runway markings, i.e., white designation numbers and a white centerline. Further, if it used as a runway at night and is to be lighted, it should have lighting conforming to AC 150/5340-24.

b. If the pavement is to be used ONLY as a taxiway at night, blue lights conforming to AC 150/5340-24 should be used.

c. In either case, the Airport Layout Plan, as well as other appropriate documents, must be updated to indicate the presence of the runway. If the runway is to be used ONLY as a taxiway at night and blue edge lights have been installed, then the runway is to be listed as unlighted along with an appropriate annotation in the Airport/Facility Directory (A/FD) and the Airport Master Record (FAA Form 5010) indicating the runway is closed to nighttime operations and that blue lights are provided for taxiing aircraft.

d. Since the pavement is now considered a runway, any taxiway intersecting the designated runway must have appropriate holding position markings and signs placed in accordance with AC 150/5340-1 and AC 150/5340-18.

44. CLOSED/ABANDONED AIRPORTS. When all runways are closed temporarily, the runways are marked as in paragraph 41, and the airport beacon is turned off. When an airport is abandoned and all runways are closed permanently, the runways are marked as in paragraph 40, the airport beacon is disconnected, and an X is placed in the segmented circle or at a central location if no segmented circle exists.

45. HELIPORT MARKING. Information on the marking for heliports is contained in AC 150/5390-2, *Heliport Design*.

46. VERTIPOINT MARKING. Information on the marking for vertiports is contained in AC 150/5390-3, *Vertiport Design*.

47. MARKING FOR ARRESTING GEAR. Information on the marking for arresting gear is contained in AC 150/5220-9, *Aircraft Arresting Gear for Joint Civil/Military Airports*.

48. HAZARDOUS AREAS. Marking of hazardous areas, in which no part of an aircraft may enter, are marked in accordance with AC 150/5370-2, *Airport Safety During Construction*.

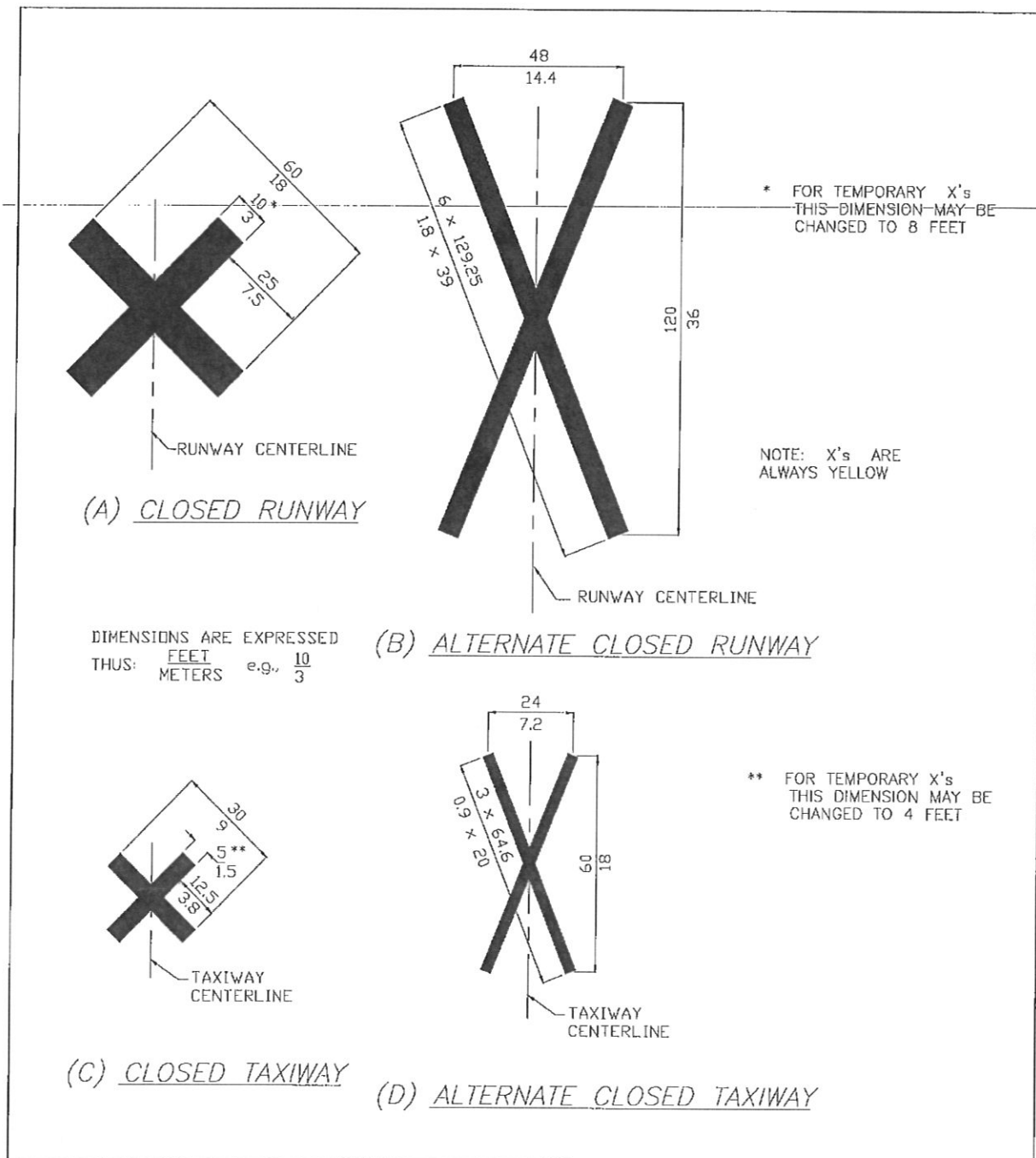


Figure 20. Closed Runway and Taxiway Markings